

In the Claims:

Please cancel Claims 1, 4-7, 13, 17 and 18, without prejudice. The status of all pending claims is as follows:

1-14. (Cancelled)

15. (Previously Presented) A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc C1 having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc C1 and at least a second circular arc C2 connected thereto on the vehicle outer side thereof, wherein the circular arc located closer to the vehicle outer side has a smaller curvature radius and is positioned more inwardly away from the tread surface, and wherein the ratio d/D of the depth d , measured from a tread surface, of an intersection of the circular arc located closest to the vehicle outer side with a vehicle outer sidewall surface of the second land portion to the groove depth D of the main groove, measured from a wall of the main groove that faces the vehicle outer sidewall surface, is 0.02 to 0.1, such that the vehicle outer sidewall surface of the second land portion has a height that

is less than that of the wall of the main groove that faces the vehicle outer sidewall surface of the second land portion, and

wherein the ground contact surface of the second land portion has an inner circular arc C2' connected to the first circular arc C1 on the vehicle inner side thereof, and a third circular arc C3 connected to the second circular arc C2 on a vehicle outer side thereof, and

further wherein $R1 > R2 > R2' > R3$, where R1 is the curvature radius of the first circular arc C1; R2 is the curvature radius of the second circular arc C2, R2' is the curvature radius of the inner circular arc C2', and R3 is the curvature radius of the third circular arc C3.

16. (Previously Presented) A pneumatic tire according to claim 15, wherein the ratio d/W of the depth d to the groove width W of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

17-18. (Cancelled)

19. (Previously Presented) A pneumatic tire according to claim 15, wherein the ratio d'/D' of the depth d' of an intersection of the inner circular arc C2' with a vehicle inner sidewall surface of the second land portion to the groove depth D' of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

20. (Previously Presented) A pneumatic tire according to claim 19, wherein the ratio $R1/R2'$ is 2 to 10.

21. (Previously Presented) A pneumatic tire according to claim 15, wherein:

the plurality of main grooves includes three main grooves, defined as a center main groove, a left main groove and a right main groove;

the three main grooves are separated by land portions, and a land portion is formed in a shoulder region of each of the left main groove and the right main groove; and

the second land portion is adjacent to the land portion of the shoulder region located on the outer side when the tire is mounted on a vehicle.